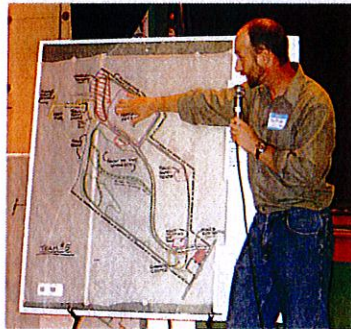


EXCERPTS FROM THE MASTER PLAN

Creating a Community Vision for the Future of Mitchell Field

The Mitchell Field Master Plan - Summary
September 13, 2007



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Principles for Development:

The following Principles for Development of Mitchell Field were informed by community participation at Forum # 2 and at the Community Design Workshop. *[See Appendixes B and F for further information]*

- Any development on the site, public or private, should leave the vast majority of the parcel in public, open space for passive recreation
- Any private development on the waterfront will be balanced by opportunity for public use and public access
- Involve citizens in every step of the decision-making process
- Promote public access to the water
- Maintain options for future generations
- Develop with sensitivity to the environment
- Balance economic development and conservation
- Mix of development should pay for itself or add to tax base
- Foster community cohesion

General Considerations to site development:

The following General Considerations were informed by community participation, especially from the Community Design Workshop. *[See Appendixes D, E, H, and I for further information]*

- Maintain a buffer between abutters and Mitchell Field
- Any development of marine businesses on the waterfront must share the deepwater access with opportunity for public use
- Protect and enhance public access to the beach area to the south of the pier
- Keep fields between the road and waterfront largely open and undeveloped – for passive and light intensity recreation use
- Promote shared uses of infrastructure (i.e., development of septic systems, parking, etc)
- Defer investments (for improvements or demolition) into the pier structure until a specific use warrants such an investment
- Reserve the perimeter road as a primarily pedestrian recreation path. Occasional vehicle use for property maintenance and emergency access would be allowed.
- Any building development, public or private, should be reviewed for architectural compatibility to the surrounding context

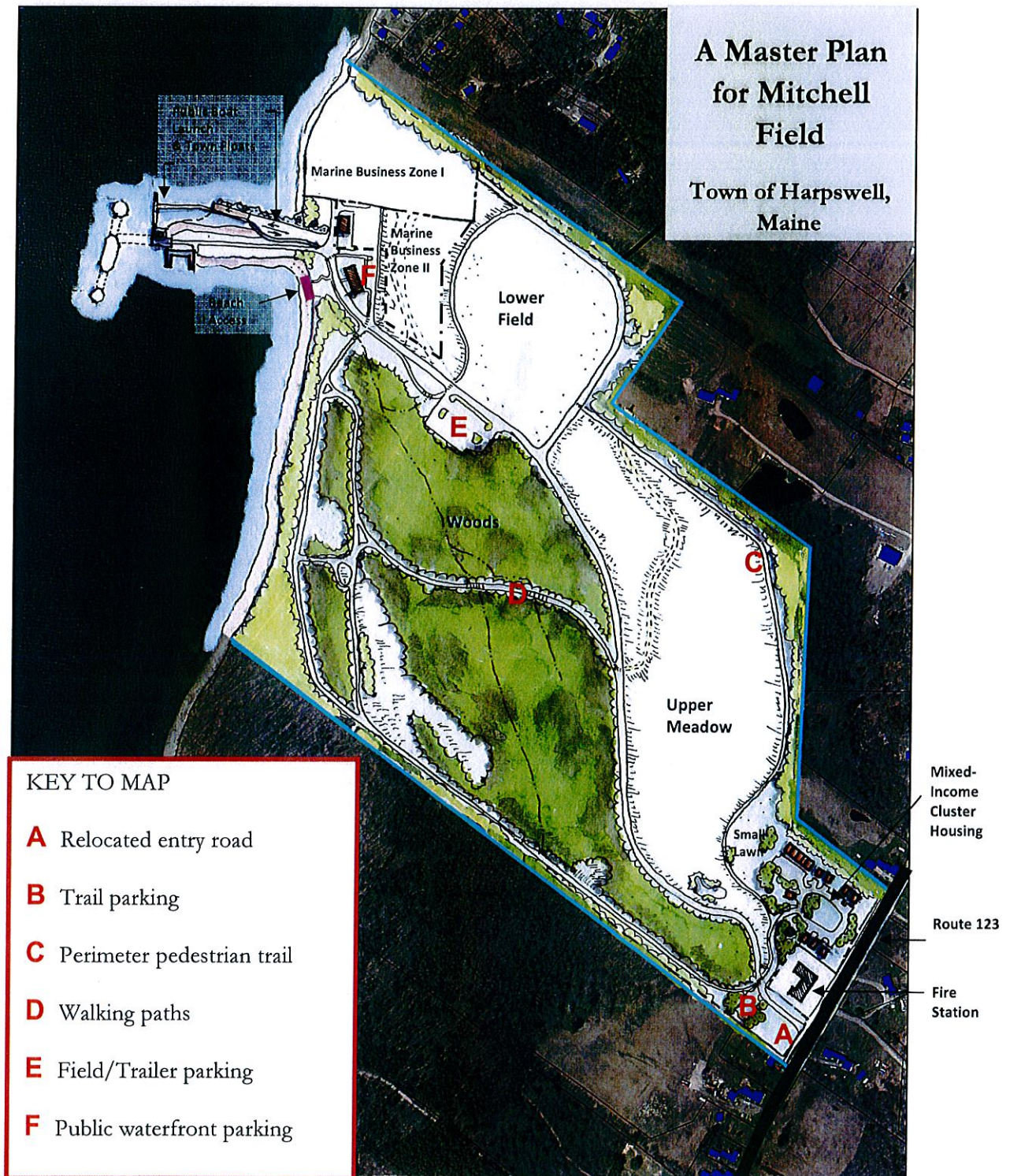
Desired Uses:

The following uses were informed by community participation, especially from the Community Design Workshop. *[See Appendixes D, E, H, & I]*

- Open space, trails, and passive recreation
- Public access to the waterfront for recreation
- Opportunity for public boat launch
- Public parking for recreation and waterfront access
- Cluster housing development for mixed-income (market and “workforce” housing³)
- Opportunity for a marine related businesses

³ 2006 median price home in Harpswell, or market-rate, was \$335,000. “Workforce” housing is generally termed affordable for the median income for a community, based on percentage of income. For Harpswell, an affordable home for a median income family (@ \$43,930 in 2006) would be priced at \$154,000.

Overview Map

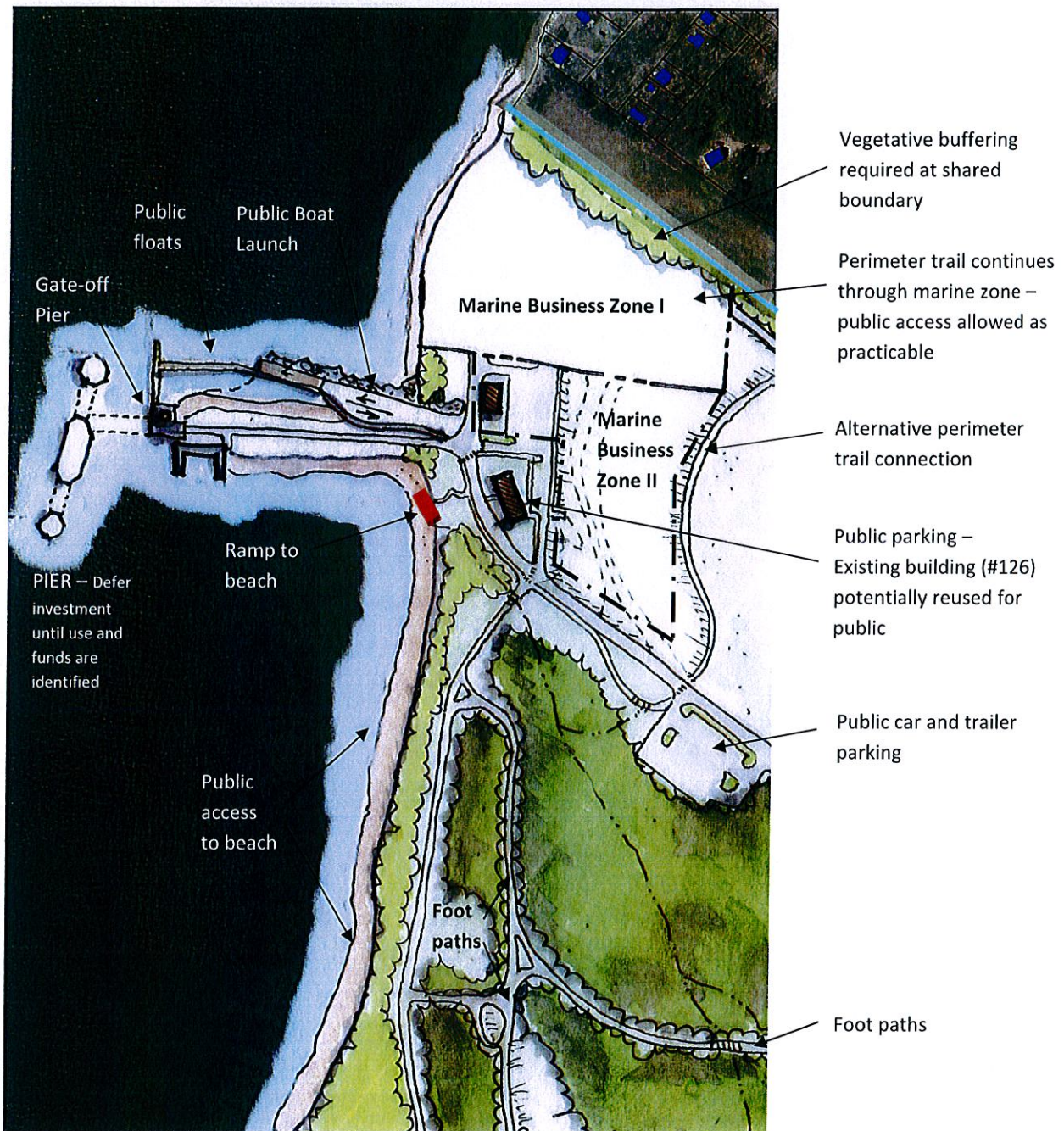


Overview of Mitchell Field Master Plan:

From Map Key:

- A. Relocate Entry Road
 - Entry road is relocated to the south of the Fire Station, allowing better site lines at Route 123, and providing land area to the north of the Fire Station for housing development.
- B. Trail Parking Area
 - Paved parking area allows for public access when Mitchell Field is gated from traffic.
- C. Perimeter Trail
 - The existing perimeter road is primarily used as a non-motorized recreation trail. Where the existing perimeter road is interrupted (e.g., with development of the cluster housing), a new 12' wide perimeter recreation trail would be constructed to maintain continuity.
- D. Walking Paths
 - Informal foot paths requiring minimal maintenance.
- E. Field/Trailer Parking
 - Gravel parking in current parking area for both vehicles and boat trailer parking.
- F. Public Waterfront Parking Area
 - Public parking adjacent to existing building (# 126). The building could be developed for public use such as bathrooms, storage of maintenance equipment, and vending.
- G. Public Access to Beach
 - Pedestrian ramp provides safe access to beach area and provides a carry-in for kayakers.
- ❖ Small Lawn
 - A small lawn behind the housing development (which also serves as a common septic field) gives citizens a picnic/play area close to the head-of-trail parking. Lawn receives upgrades and regular mowing to provide public picnic/play/gathering area.
- ❖ Woods
 - Woods, approximately 40 acres, remain underdeveloped with informal walking trails.
- ❖ Upper Meadow
 - Upper Meadow is maintained in current condition. Spot grading/filling may be indicated.
- ❖ Lower Field
 - Lower Field receives minimal mowing/maintenance to provide area suitable for informal recreation. Spot grading/filling/loam/seed may be indicated. (e.g., picnics, Frisbee, etc.)
- ❖ Mixed-Income Cluster Housing
 - The Mixed-Income Cluster Housing area is approximately 4 acres. Both detached single family houses and townhouses dwellings provide a variety of housing types.
- ❖ Public Boat Launch Facility
 - Boat launch to north of causeway takes advantage of existing infrastructure for public access.
- ❖ Public Floats & Pier
 - The Pier upgrades includes minor repairs to the causeway, renovations to a portion of the pier (including restoring a utility shed), and installation of a float docking system. The main pier is gated to defer expensive repairs while keeping the pier for potential future use.
- ❖ Marine Business Zones
 - Zone I sets aside approximately 5 acres for a large marine business opportunity
 - Zone II sets aside approximately 4 acres for an additional marine business opportunity.

Waterfront – Overview Map



Overview of Waterfront

The Waterfront recommendations have been informed by public input from the Forums and Community Design Workshop [See Appendixes B, D, E, F, G, H & I]. Additionally, in May 2007, the Town was presented with a request from the Washburn & Doughty Company to lease a portion of Mitchell Field for the operation of a ship-building facility. A citizens' vote in June 2007 directed the Town to commence negotiations with

the Company about a potential lease of a portion of the Mitchell Field waterfront for a ship-building operation, and further directed that the master planning for Mitchell Field integrate a consideration for a ship-building operation into its process. Most participants in the Master Planning process were either enthusiastic about or willing to entertain a ship-building operation at Mitchell Field as long as impacts could be understood and managed, and as important, as long as other present and future opportunities could be maintained and shared on the waterfront.

The resultant master plan for the waterfront aims to balance marine business opportunities, public access to the deepwater resource, practical solutions for addressing the dilapidation of the pier, and public access to the water for recreational purposes. The overview of the waterfront plan includes:

1. **Public access/passive recreation:** The beach area to the south of the causeway/pier is for public access and passive recreation. A simple ramp system provides safe, accessible public access as well as providing carry-in launching for kayaks & canoes.
 - 1.1. Maintain perimeter pedestrian trail along the waterfront ledge to the south of the pier, and where possible, perimeter trail/easements though any future marine operation on the waterfront. Any future private development on the waterfront would need to accommodate such public access where practicable, and would be required to construct alternative perimeter trail connections.
 - 1.2. The beach south of the pier is for public access and passive recreation. Pedestrian trail connections and safe pedestrian passages from parking areas to the beach ramp are to be encouraged. A simple ramp to the beach provides safe access for pedestrians and for kayak carry-in.
 - 1.3. Small parking and kayak drop-off. This provides 10 parking spaces. The existing building at this location (# 126) could be recycled for public use (bathrooms; storage of maintenance equipment; potential vending operation).
2. **Public Boat Launch, Pier upgrades & float system:** Public access and use of the pier structure must be maintained. Shared use of the pier by private marine businesses will be negotiated and is encouraged as long as it does not unduly impede public use and access.
 - 2.1. **The Public Boat Launch** is located on the north side of the causeway, taking advantage of the existing causeway structure, the deeper water, and the relative shelter.
 - 2.2. **The Pier upgrades** include minor repairs to the causeway, renovations to a portion of the pier (including restoring a utility shed). Repairs to the main pier are deferred until a use and funding can be identified; instead, the pier is gated to prohibit access.
 - 2.3. **The floating dock system** is a seasonal system that can be expanded or arranged as needed. A ramp is included to access the docks from the pier or from the boat ramp.
3. **Marine Business Zones:** The master plan sets aside two marine business zones. This land use is envisioned to provide the majority of revenues to the town so that overall development of Mitchell Field will pay for itself or add to the tax base.
 - 3.1. **Zone I** on the map is the larger area (approximately 5 acres) which limits waterfront frontage to 550 feet. This leaves some deepwater frontage access for other uses and a public boat launch. This zone provides for a business (such as a boatbuilding operation) that requires direct water access and a larger area for buildings(s) and staging of materials.
 - 3.2. **Zone II** is a similarly sized area (approximately 4 acres) that offers multiple smaller marine business opportunities. These businesses do not require exclusive waterfront footage but will be close enough to the shoreline to use common facilities. The existing building (# 129) is possibly reused by one of these marine-related businesses. During the planning process, fishing-related, marine research, marine education, boat accessories and aquaculture were mentioned as possible businesses that could be solicited to use this area.

Waterfront Element		Description
Marine Businesses (Zone II) Undefined – Marina, Aquaculture, Fishing related, Marine research, Boat accessories, etc.	Building	Recycle existing building: 1920 square feet Or – developer demolish and build new
	Shore frontage	None. Shared access with public launch and pier
	Acreage	4 acres +/- with parking
	Parking	35 cars – shared use with Town when possible
Town Facilities	Building	Recycle existing: <ul style="list-style-type: none"> • Shed on pier for harbormaster • Building on land for public restroom, classroom, storage, etc.
	Shore frontage	South of Pier (including bluffs) Frontage for Town Boat Launch to north of pier
	Boat Ramp	Boat launch to deep water to north of pier Carry-in only for kayak/canoe to south of pier
	Parking	10 cars at shorefront parking area 35 – 85: Weekend shared with business Overflow (35 cars/15 trailers) at mid-field
Reuse of Existing Pier	Town Pier	Improve section of pier (approximately 50 LF) to provide 6 to 8 feet @ low water
	Town Floats	Seasonal floats to parallel to shore – access from pier or from boat launch
	Future use of pier	Not yet identified – restrict access and defer investment until a use and a developer emerges to make improvements, and funding can be identified

Waterfront Detail:
Marine Business Zone II



Waterfront Element		Description
Large Marine Business (Zone I) Larger marine business (e.g., boatbuilding) which required waterfront access and land area for support buildings and lay-down	Building	Up to 175' x 250' w/ 175'x175' apron
	Shore frontage	550 linear feet
	Acreage	5 acres +/-
	Parking	50 cars (could be terraced from field above building) – shared use with Town when possible. The master plan encourages that this parking be kept away from the waterfront, potentially being located uphill from business buildings and within the business zone

General Considerations for Marine Business Zone I:

Approximately 5 acres are set aside for a large marine related business opportunity that requires deepwater access. The waterfront frontage is limited to no more than approximately 550 feet which will allow enough remaining deepwater frontage for the public boat launch and public access.

All site development and improvements for a facility in the Marine Business Zone should be integrated within the whole Mitchell Field Plan, and to the extent possible, the private development(s) should contribute to the goals for public access and amenities in the Mitchell Field Plan. For instance, development of septic systems, utility connections, road improvements and vehicular access to the site should allow for use of town facilities as well. Parking associated with the private development should be made available for town use when possible.

Other considerations for all private development on the waterfront:

1. Boat Launch & Pier access: Shared use of the public boat launch facility could be arranged as long as it does not impede with public use and access. Consider requiring private development contributions to construction and/or maintenance of the boat launch and pier.
2. Waterfront access: Consider requiring that private development provide public access and use of private parking on off-hours/weekend, if practical. Require that privately developed structures be screened from the public beach and to abutting neighbors.
3. Importance of conservation: The Master Plan calls for approximately 100 acres left for conservation and recreation; Private development of architecture & landscape should reflect this with a design that is compatible and disappears into the landscape, potentially bermed into the slope to reduce the building's visible massing.
4. The Master Plan include housing at top of the Field and change in the entrance road: such change should be considered and integrated into any waterfront development.
5. Sewer and utility connections: Private development will require using and/or installing utility connections (electrical service to be underground). Such utility connections and development of septic systems should be integrated with the Mitchell Field master plan. To the extent possible, the Town should have rights to take advantage of private development utility connections and septic systems for public benefit.
6. Parking & road configuration: Design for all components as an integral unit, including main road connections, coordination of deliveries to limit impact on public access and pedestrian safety.
7. Rehab of existing buildings: The master plan suggests that some buildings on the waterfront may be worth recycling for private or public purposes. If the Town should negotiate to lease a building to a private developer on a short-term basis, the Town should require that building upgrades be made and the buildings returned to the Town in good condition and ready for public use.